

FIREMAN'S JOURNAL

A Weekly Chronicle of the Fire Department, Military, Masonic, Turk, Field Sports, Regattas, Hunting, Angling, Theatrical, and General News of California.
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CHARLES M. CHASE, Proprietor.

OUR TASK—TO ENLIGHTEN.

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Advertisements will be inserted at the lowest rates.

All descriptions of Job Printing attended to promptly.

Impromptu to our Chief.

Written after witnessing the Fireman's Procession, on Monday evening, Dec. 7th, 1857.

BY PAZIO.

All hail! brave boys, our Chief's our own
The ballad named our gallant
With joy we'll shout, our choice
Let every one rejoice
Send forth the music of alarm,
The chime that calls to arms;
At every station find his name
Our darling Fire Chief.

Let rockets to the heavens fly,
Canons the welkin ring;
With torch-light blazing at his head
Our noble Fire King.
The flames may burst and madly rush
And cheer his valiant crew;
And with the love of firemen
Do honor his proud name.

Where danger is, his station's there
To guide his brave command;
Who know their duty—well his voice
Our graces fire-band.
The flames may burst and madly rush
Forth, when our Chief is near;
The sleeping infant still is saved,
Firemen know no fear.

The mother in her madd'ning fright,
For succor may but ask;
Ere our vigilant, and brave Chief,
Is found at duty's task.
With pride, we show him to the world
And fear not when he's near;
And with the love of firemen
Honor his proud career.

LOST.

The Story of Four Young Men.

I.—VISIT MARQUIS COTSBURY.

We had an uncommonly gay time in the good year eighteen hundred and blank! We turned night into day, and day into night. We drank him to sleep, and when the morning star began to fade we were drinking still. Our life was one long revel, and we laughed at everything. The Psalmist says, "The merryhearted do sigh; but in the times I speak of I never heard any sighing."

The chief and acknowledged captain of our revels was Marquis Cotsbury; he had worthy companions in Tom Francis, Charley Ashton, and the rest, but all these "paled their infernal fires" before Marquis. I had been at college with him, and was now an inmate of his splendid bachelor residence in the city of —, and one of the jovial company, in spite of my comparative youth.

I shall endeavor to speak of Marquis briefly. He impressed every one from the first moment of meeting. He was the perfect model of physical beauty. I have never seen a man whose personal appearance was one-half as striking.

In Greece he would have rivalled, at the court of Pericles and Aspasia, that world's wonder Alcibiades; and I remember, more than once, instituting the comparison in my mind. He was at this time about twenty-six years of age, very tall, of a most distinguished carriage, and characterized by what is called in Europe the *bel air*—that of the perfect courtly gentleman.

It was only upon a closer inspection that you discovered the extraordinary combination of "fine points," so to speak, about his person. He had the hands, feet, and waist of a woman, though fully six feet in height. The delicate extremities did not seem disproportioned, however; his limbs appeared to taper regularly and naturally. A head as faultless in model as that of the old Hellenic Jove, and features of the pure Greek type, worthily completed the picture. In a physical point of view simply, and regarded apart from any mental endowment, Marquis Cotsbury was a magnificent "animal." His manners were such as set off this fine person wonderfully. He had the elegant and impressive affability of the old-school gentleman, in all its perfection. His father Judge Cotsbury, had been a star of the ancient regime, and Marquis not only inherited the immense family wealth, and the prestige of the Judge's high social position—the old gentleman's royal suavity of bearing descended also to his son. It was a courtesy and consideration which amounted almost to humility. When Marquis bowed to a lady, it was such an inclination as a subject would make at the footstool of a queen; his smile conveyed a mingled veneration and devotion, worthy of a cavalier of the elder day. Such was Marquis in the presence of ladies, and it was only a modification of this manner which made him so conspicuous a figure with those of his own sex. Here his ceremonious air changed, but his ceaseless affability never. He seemed the perfection of good nature. Never, save on occasions of

extraordinary provocation, did I see his sweet-natured manner disappear. When a frown knit together those brows, generally so tranquil and smiling, the sight was almost terrible; you shrank from it as from an aroused lion. But such as these were extremely rare with him. He was almost uniformly the thoroughly "good fellow," not losing, however, the indefinable tinge of his old school manner. In his most abandoned revels, when cheering on his companions to the wildest excesses, there was still this peculiar something in his manner, repelling all vulgar familiarity. Persons were never coarsely familiar with him—if it happened once, it was never repeated. No amount of wine ever dethroned his dignity completely, and his iron constitution seemed to bid defiance to the fiercest assaults on it.

My sketch of this remarkable young man extends to too great length, or I should take a melancholy pleasure in speaking in detail of his mental endowments, as I have done of his physical graces. It may seem extravagant to say he was more remarkable intellectually than in his person. I have never encountered a mind which filled me with such admiration. There was the intuitive glance, flashing like lightning into the obscurest subjects. What others reached by arduous trains of thought, he came to at a single bound and apparently without the slightest effort. What I have since read of Mr. S. S. Prentiss, the great orator of the Southwest, seems equally applicable to Marquis Cotsbury. His mental coup d'état appeared to penetrate the heaviest clouds, to embrace with one glance every detail and the result was given in sentences of the most brilliant compactness—the club of Hercules—wreathed with flowers. To argue, to declaim, to jest, to laugh—there was nobody like Marquis. The most exhausting processes of metaphysical logic became simple and luminous under his handling; the abstrusest problems of the German school were mere play to him; and in law, the subtle technicalities of trusts and remainders disentangled themselves and stood ranged in order, so clearly and simply that a child might have understood them. I may be thought to amuse myself in drawing a fanciful character—a mere assemblage of perfections for the reader's amusement. Such is not the fact. This wonderful young man lived and moved before me, such as I have described him. Providence created, physically and intellectually, an actual, breathing wonder. My experience has not rendered me desirous of encountering such again—at least, if I am compelled to love them as I loved Marquis Cotsbury.

I have taken up so much space speaking of the chief of our party, that I have little opportunity to describe the rest. Perhaps it is not wholly necessary. Tom Francis, Charley Ashton and the rest, were young men of ancient families, large wealth, and generous tastes. That is to say, they had set out with the determination to "see life." Tom Francis, especially was a very gay young man, and seemed to regard life as a race course—a thing to be gotten over or through at as suicidal a velocity as possible. Grave people said he was "going to the devil," but these were only surly old merchants who sold the produce of his large estates, cold-blooded individuals who could not appreciate—as Tom would say—the feelings of a gentleman having long since parted with their souls for too heavy encumbrances in the race for cash; after which succinct expression of opinion Tom would order fresh juleps and light another cigar, in which Charley Ashton and Marquis would abet him.

The rest were gay young fellows, enjoying life carelessly, and generally deferring to the elders of whom I have spoken, for whom they seemed to have the most unbounded admiration. Their admiration could not exceed my own. I was then about twenty, had just finished my collegiate course which I had commenced at sixteen, and was, as I have said, on a visit to Marquis. At college he had taken a great fancy to me, in return for my more powerful inclination toward him; in response to his rolicking letter, told up my abode at Marquis's, in—, for an indefinite time. I intended to stay but a week, and return to commence the practice of my profession. I was absent from home with scarcely any interruption for half a year—a half year which I shall never forget. It was a carnival so wild and extraordinary that I scarcely realize its veritable existence, looking back now across many years I almost imagine that I have dreamed this passage in my youth. But actual events of sure recollection soon come to me to memory to teach me that all actually happened. It was an absolutely pagan existence that we led. Epicurus in his most enthusiastic moments never conceived a more purely sensuous philosophy than we carried into practice. I have said that Marquis possessed enormous wealth; he had also inherited the old family mansion of his father the judge, and here was spent the greater portion of our time. We rose about two in the day, and commenced existing with a mighty mint-julep, brought by a servant, silent, respectful and attentive. The name of this servant, Marquis's factotum, was Jugurtha; and Jugurtha's entire duty was to be seated whenever his master wanted him. At three o'clock in the morning, when we were still playing, Jugurtha was standing, wakeful, silent, and respectful near the side-board, ready at sign to open another bottle of Champagne, to snuff the candles flaring in the tall silver candelabra, or to bring a fresh bundle of cards. Jugurtha never seemed sleepy; he was invariably serenely respectful and never was known to doubt the possibility of any thing that his master or his guests desired. Did you ask for something not in the establishment? "Yes, Sir; directly, Sir," was Jugurtha's reply. And in half an hour he would glide in, with the desired object, whatever it might be, upon his silver waiter. Lingered a moment respectfully at the door, Jugurtha would then glide out in a deprecating and modest manner, to reappear, calm, and respectful as before at the very first summons.

(TO BE CONTINUED.)

From Our Regular Correspondent.

Boston, Nov. 24, 1857.

Editor Fireman's Journal.—My first letter ended with the receipt of *Guardian Engine Company No. 29* of New York, by Barnicot No. 11 of Boston. Since that time there has been little of consequence transpiring in Fire Department circles; but enough to make up a little interesting letter for the benefit of your California readers.

The Fire Department of Boston, as I stated in a previous letter, is in a highly prosperous and efficient condition. Their efficiency in one point, is attributable to our admirable telegraphic fire alarm system, which has been in operation several years. I will attempt to give your readers an idea of the fire alarm, as far as my knowledge extends.

The city is divided into seven fire districts; five of which are in the city proper, the sixth in South Boston, and the seventh, East Boston, which is reached by ferry boats. The wires traverse the city, and at different parts of the districts are placed small iron boxes called stations, a key to which is kept at the nearest or most convenient place. In case of fire, the key to the station box is pressed, the box opened, and a crank on the inside turned twenty-five times, when a response is received from the office, and the operator proceeds to strike the alarm, at the same time working some portion of the machinery, whereby the number of the box from which the alarm originated, is ticked in every box in the city. The fireman upon starting for the fire, hears the alarm from the bell, and then goes to the nearest box, and putting his ear to it, distinctly hears the number of ticks and then he can tell where the fire is. For instance, if a fire breaks out in the fifth district and in the vicinity of box 4, an alarm will be given from that box, the bell will strike 5 and a little hammer in each alarm box will tick 4 times. By that means, you will easily perceive that a fireman upon starting from the most remote part of the city, can easily know where he has got to go. All who have seen the alarm in operation, willingly acknowledge that it is far ahead of all other fire alarm systems. Nearly all the bells in the city are connected, so that a great alarm can be sounded. Sometimes the bells strike wrong, but not more than once or twice. The office, there being but one, is situated in Court Square, near Engine 11's house. Two men are employed at night and two in the day, as operator and assistant operators. Mr. Joseph B. Stearns, is the Superintendent, and receives a salary of \$1,000 per annum; the operators receive \$2 per day. The whole number of districts is 7, with 49 alarm boxes, as follows: District 1, 12 boxes; 2, 3; 3, 4; 4, 8; 5, 5; 6, 6; 7, 1. In case of fire in the night, the watchmen are compelled to spring their rattles, ery fire, in what district, and the number of the box. So you will perceive that the facilities for the firemen to know where a fire is raging, is as good if not better than any other city in the Union.

We have any quantity of alarms caused by fires, which are of so small a nature that a bucket of water generally does the business before the arrival of the fireman. Since my last, there has been two respectable fires in East Boston, (7th District) where assistance was required. The loss at one fire was about \$10,000, that of the other not so extensive.

On Monday, Nov. 24, Engine Company No. 14, the S. R. Spinnery, went into service. They are located at South Boston Point. Their engine is one of Hunscom's, set on springs and is the best ever manufactured for the City of Boston. They have a fine brick house, the best of any company in the Department. How the Puritanical City Fathers of Boston ever consented to have such a fine house and engine built, is more than any one acquainted with can conceive. They have of late years considered the firemen as of little account, and a plain looking engine and a room large enough to put machine in, was enough. We are glad however, to see this spirit of liberality dispelled and hope it will long continue. But to continue with 14, I almost got off the track with them. They received their new engine the same day they went into service, had a parade and collation, and a good time generally.

As the heading of my letters indicate that fire matters of the Department surrounding Boston would have a slight attention, I will commence with them in this letter:

CHARLESTOWN.

The City of Charlestown, known the world over as being the place where the Battle of Bunker Hill was fought, is situated about one mile from Boston and is reached by two bridges. It has a small fire department consisting of 8 companies, 6 engine, 1 hose, and 1 hook and ladder. Their names are Hancock Engine Co. No. 1, Bunker Hill No. 2, Howard No. 3, Warren No. 4, Washington No. 5, Franklin No. 7, Red Jacket Hose Co. 1, Harvard Hook and Ladder No. 1. The present Chief is Mr. James C. Poor, who is assisted by four assistants. Engine 1, 2, 4, and 5, are Hunscom machines, and 3 and 7, Thayer. The hose company runs two carriages, and the hook and ladder boys are running an old fashioned truck, but are having a new one built on the New York style, which is nearly completed. The department is volunteer, and it costs the city from \$4,000 to \$7,000 per year. Each company has an appropriation which some manage to pay their bills with. The companies are full, and prompt at the sound of the bell. The Charlestown department is as efficient an organization as any of the fire departments around Boston. Their duty the past six months, has been light, and most of the alarms they have had, originated from fires out of the city. During the past summer four of the engine companies have attended Firemen's Musters and competed for prizes, but have brought home many one. The whole department has also paraded once. On the whole, the past summer has been a lively one for the Charlestown Fire Department. In my next, I shall speak of, in connection with Boston fire matters, Roxbury, Cambridge, &c.

Yours truly,

RED JACKET.

John Agnew.

We last week published a statement relative to the activity pervading the engine building establishments in the Atlantic cities, and gave a statistical account of the amount of business done, and in hand at the manufactory of Messrs. Button & Co., to-day we give some information in regard to the celebrated house of John Agnew, Philadelphia, which will be found to be of great interest not only to Pennsylvania, but to the general reader.

From the year 1838, to the present time John Agnew has built 214 new fire engines, of various sizes, kind, and styles, from 4 inch diameter cylinder to 10 inch, and at prices ranging from \$250 to 2,000, and several at \$3,000, embraced in No. 348 to No. 591; exclusive of smaller engines, stationary engines, hose carriages and tenders, which are not numerically included above.

The engines built by Agnew, have been sent to various portions of the United States, West Indies, and South America; the largest number have been for the Southern and Western cities. Previous to the year 1838, the old firm, Merrick & Agnew, numbered 348 engines, including all description and sizes. Of late Mr. Agnew, has in a measure declined building hose carriages, as it interferes greatly with his regular business, and in his opinion more properly belongs to coach makers, and is now becoming a separate business. Mr. Agnew however, still continues to make plain two-wheel reels and tenders for factories, plantations, &c.

In connection with engine building, Mr. Agnew furnishes leather, riveted hose of the various sizes at the manufacturers' prices; he having arrangements with the oldest establishments in the United States. Within the past year Mr. Agnew has furnished engines for the following places:

1856.
July 10th, "Citizen's Gift," 8 inch cylinder; suction engine; best finish, for Memphis, Tenn.
July 11th, "Vigilant," 8 inch cylinder; suction engine; best finish, for York, Pa.
July 23d, "Friendship," 7 inch cylinder; forcing engine; plain finish, for Harrisburg, Pa.
August 12th, "Hope," 8 inch cylinder; forcing engine; plain finish, for Chambersburg, Pa.
August 18th, "Two," 6 inch cylinder; suction engine; plain finish, for Cuba.
September 16th, "Franklin," 8 inch cylinder; forcing engine; best finish, for Philadelphia.
September 17th, "Ascension," 4 inch cylinder; suction engine; plain finish, for Cuba.
October 25th, "West Philadelphia," 7 inch cylinder; suction engine; plain finish, for West Philadelphia.
December 5th, "Vigilant," 6 inch cylinder; suction engine; plain finish, for Philadelphia.
December 12th, "Thomas Ferry," 4 inch cylinder; suction engine; plain finish, for Philadelphia.

1857.

February 5th, "Constitution," 8 inch cylinder; suction engine; plain finish, for Bardonia, Ky.
March 9th, "Independence," 8 inch cylinder; suction engine; plain finish, for Portsmouth, O.
March 12th, "Charlotte," 7 inch cylinder; suction engine; plain finish, for Charlotte, N. C.
March 20th, "United," 7 inch cylinder; suction engine; plain finish, for Norfolk, Va.

Mr. Agnew has now on hand orders for sixteen engines, together with several hose carriages, as the following will show:

"Highlander," 6 inch cylinder; suction engine; plain finish, for Hillsboro, O.
"Ingenu Jobo," 4 inch cylinder; suction engine; plain finish, for Cuba.
"Liberty," 8 inch cylinder; suction engine; best finish, for St. Louis, Mo.
"Confidence No. 1," 9 inch cylinder; very best finish, for Sacramento, California; together with a four-wheeled hose carriage, also of the very best finish.
"Muscoogee," 7 inch cylinder; suction engine; plain finish, for Columbus, Georgia.
"Union," 6 inch cylinder; suction engine; good finish, for Washington, D. C.
"Bristol No. 1," 7 inch cylinder; suction engine; good finish, for Bristol, Pa.
"Delaware," 6 inch cylinder; suction engine; plain finish, for Philadelphia.
"Franklin Hose Co.," 6 inch cylinder; suction engine; better finish, for Philadelphia.
"Deluge," 7 inch cylinder; suction engine; best finish, for Memphis, Tenn.
"Mount," 8 inch cylinder; suction engine; best finish, for St. Louis, Mo.

6 inch cylinder; suction engine; good finish, for Portsmouth, O.
"San Antonio," 6 1/2 inch cylinder; suction engine; good finish, for San Antonio, Texas. Also a tender, \$150, with engine.
"Mechanic No. 4," 4 inch cylinder, \$500, for Memphis, Tenn.

In this State there are three engines of the Agnew build, the splendid apparatus now in use by Pennsylvania Fire Co. No. 12, of this city; the apparatus now in use by Confidence Engine Co. No. 1, of Placerville, and formerly in the Sacramento Fire Department, and the "Phoenix," located at Beecia. The engine now building for No. 1 of Sacramento, will be a magnificent piece of machinery, and the builder is exerting himself to the utmost to render her satisfactory to the members of Confidence Company.

WINDSOR LODGE, No. 111, F. & A. M., POKER Flat.—At a stated meeting of this Lodge, on Wednesday, 25th inst., the following officers were elected for the ensuing term: H. P. Benton, W. M.; R. A. Johnson, S. W.; John A. Sperry, J. W.; P. Serand, Treasurer; W. McClure, Secretary; J. Deschamps, S. D.; J. D. Sampson, J. D.; John Deble, T.

F. and A. M.—ELECTION OF OFFICERS.—At a regular communication of Mountain Shade Lodge, No. 18, F. & A. M., held on Tuesday evening, Dec. 1st, 1857, the following officers were elected for the ensuing term: J. S. Vandye, W. M.; S. W. Langston, S. W.; F. M. Proctor, J. W.; Isidor Gutte, Secretary; Chris Reis, Treasurer; M. J. Goodell, S. D.; J. M. Barrett, Tyler.

John Rodgers & Son.

These eminent engine builders, of Baltimore, Md., have been and are now very busy in the manufacture of apparatus—engines and hose carriages. Messrs. Rodgers & Son, commenced the building or repairing of fire apparatus some time in the year 1833. On September 12th, 1856, the United Engine was delivered, and was the first engine built at their establishment, and threw at a trial (testified to by a committee of disinterested persons) a distance of 227 feet. When first built, she was supplied with suction attachment, but a few years since the company had her rebuilt, when it was dispensed with.

The senior partner commenced business about the year 1818, having the first regular machine shop in Baltimore. During the time the firm have been engaged in engine building, the list built by them sums up 225 pieces of apparatus, including engines with end and side stroke, two and four wheel hose carriages, hook and ladder trucks, &c.; about one-third of the number hose carriages. The various apparatus have been sent to different places: New York, New Orleans, Cincinnati, Louisville, Memphis, Vicksburg, Savannah, St. Louis, Petersburg, Va., Norfolk, and San Francisco, besides several large orders for South America, Cuba, and numerous other places throughout the Union have been filled, together with a number for Baltimore City.

At one time, Messrs. Rodgers & Son, had some 15 pieces in the city of New Orleans alone. The largest engines ever built by the firm, are the "Independent No. 6," of Baltimore, and the "Monumental No. 6," of this city, both 10 inch cylinders. At present, Messrs. Rodgers & Son are engaged in building a large engine and hose reel for "Young America No. 6," of Sacramento; a large suction engine 9 inch cylinders, four-wheeled carriage, together with a large quantity of hose for Young America Fire Co. of Keokuk, Iowa; an 8 inch cylinder, suction engine, for Peoria, Illinois; a 7 inch cylinder, suction engine, for Cumberland, Md.; a 6 1/2 inch cylinder, suction engine, for Porto Rico, and an 8 inch cylinder, suction engine, for Philadelphia. Messrs. Rodgers & Son, besides building, have a great deal of repairing and remodeling to do. They also furnish a large quantity of hose, and everything in the business of a machine shop.

That the engines of Messrs. Rodgers & Son are of great power and capacity, the "United," and "Independent," of Baltimore, prove; and "Monumental No. 6," in taking the first prize at the State Fair at Stockton, in September last, is another endorsement. The engine intended for No. 6 of Sacramento, is being constructed in the very best manner, and will prove herself a formidable rival to the magnificent apparatus, now being constructed for No. 1 of that city.

Interior News.

FIRE ALARMS.—The Sacramento Union of Monday, Dec. 7th, says:—There were two alarms of fire last evening; the one about 54 and the other about 8 o'clock. The former, which proceeded from the Eighth street bell, was caused by the burning of wood in the chimney of Dr. Hackett's brick building on Eighth street between J and K streets. As the fire was struck only a few times, there was not a general turnout of the department on that occasion. The second alarm, was caused by the ringing of the bell of the steamer "Young America." This, we believe, is the third or fourth occasion on which an alarm has arisen from this cause—the tone of the bell being very similar to that of the alarm of the steam bell, and it being rung in much the same style. On the latter occasion, the Fire Department turned out in full force.

The *Tribune* of Saturday, Dec. 5th, says:—We learn the Columbia Light Artillery, together with the Columbia Fusiliers and Sonora Greys, will perform guard and escort duty at Sonoma, Dec. 11th, on the occasion of the execution of Lyons, Poor, and McCully. The troops will be under the immediate command of Gen. Thomas N. Canineau, of California.

MASONRY.—The following were, on Saturday evening Dec. 5th, elected officers of Concord Lodge No. 117, F. & A. M., Sacramento, for the ensuing year: J. L. Polhemus, S. W.; L. H. Hunscom, S. W.; J. Fredericks, Treasurer; Wm. Sinclair, Secretary; P. L. Budinet, S. D.; H. Frassel, J. D.; Wm. H. Barton and E. Jacobs, Stewards; N. A. Kidder, Tyler.

ELECTION OF CHIEF ENGINEER.—The Age of Tuesday says: The Fire Department of San Francisco yesterday elected F. E. R. Whitney Chief Engineer. His majority was only six votes, but he is popular with the whole Department, having before filled the position creditably to himself and to the satisfaction of every company. We hope nothing worse than the respect due to a good, liberal-hearted fireman may befall him.

MASONRY ELECTION.—The State Journal of Tuesday says: The following named gentlemen were last evening elected officers of Tehama Lodge, F. and A. M., for the ensuing year: A. T. Nelson, W. M.; George H. Carter, S. W.; R. H. Blossom, J. W.; J. G. Brewster, Treasurer; John A. Tutt, Secretary. The W. M. appointed J. F. Kingsley, S. D.; Rev. Bro. Guber, Chaplain; A. A. Bennett, Marshal; H. M. Rich, S. A.; Levy, Stewards; O. D. Chaffee, Tyler.

TO MEMBERS AND OTHERS.—The Sacramento papers contain the following. The streets here are in the same condition, but the firemen have no redress.

We are respectfully requested to clear your sidewalks of all obstructions, as, owing to the impassable condition of the streets, the Companies under our command will be obliged to take the sidewalks in case of fire alarm.

JOHN H. HUTSMAN,
Foreman Engine Co. No. 2.
S. MARSHALL,
Foreman Engine Co. No. 6.
A. H. CUMMINGS,
Foreman H. & Co. No. 2.

FIREMAN'S JUBILEE.—The Union of Tuesday says: The news of the result of the election for Chief and Assistant Engineers at San Francisco yesterday, was variously received by the firemen. The announcement of the success of Frank Whitney, one of the candidates for "Chief," was received by Engine Co. No. 3, while in session at their regular monthly meeting. An adjournment was ordered forthwith till the evening, a bonfire built on the roof, the front of the house and cupola illuminated, and refreshments provided for all visitors. Transparencies were displayed over the entrance, inscribed, "Hail to the Chief—Sacramento 3—How glad we are to see you," and "Tried and not Found Wanting," with the figure of a tiger under.

Sacramento Firemen and this Paper.

The *State Journal* and *Age*, have been laboring very hard during the week to array the Sacramento firemen against this Journal, and personally against myself in case we have the temerity ever again to visit the Levee City, on account of an article which appeared in this Journal, giving timely warning to the firemen of this city, that parties who had been heavily on the result of the election then to be held, would probably be on hand to take part in it; and it such was the case to repel them from the polls. The *Bulletin* of two same day saw fit to republish the gist of our article and comment upon it, and its comments rather than the original article, have so excited Mr. Shipley of the *Journal*, and Mr. Wright of the *Age*; because the latter, in his anxiety to do us an injury, has credited the *FIREMAN'S JOURNAL*, with the offensive portion of the *Bulletin's* article, and by the way, Mr. Wright, it will be wrong if you do not make the *anecdote*.

Now we most emphatically deny that the article which has called forth the ire of the above named gentlemen, had the slightest allusion to the members of the Sacramento Fire Department, and in making this denial, we wish the Sacramento firemen—our friends and our enemies—distinctly to understand, that we do not do it for the purpose of making favor with them. Not because we do not value their friendship, because we do, but for the reason that we think gentlemen compose that organization, to whom it is not necessary to hold ourself, for the sake of the sale of a few papers more or less. In our article, and we ask the firemen of Sacramento to read it, we said "that parties out of this city, would arrive in the boat from Sacramento etc." This Mr. Shipley has seen fit, to torture into an insult to the firemen of Sacramento, and not content with that even threatens us, it is visit Sacramento. We cannot think that interest for the firemen of Sacramento induced Mr. Shipley, to pursue such an unwarrantable course towards one in his own profession, but that some one has ill advised him. The *Journal* and the *Age*, have both made a point of the liberal patronage bestowed upon this paper by Sacramento firemen, but that is a matter which we prefer not discussing through the columns of any paper, as the remarks of Mr. Shipley, particularly might bring into notice those who are somewhat allied to him.

As to the *Age* we must say we think Mr. Wright does not display his usual brightness, when he too for the purpose of arraying the Sacramento firemen against us, says, "it is not likely that any but firemen, take particular interest in a fireman's election, consequently the firemen here are placed directly under the aspersions contained in the above quotation." The quotation in question is from the *Bulletin*, but for the sake of argument we will reply to it, that Mr. Wright is mistaken in the supposition that none but firemen bet on the election in this city alone, but parties who never pulled upon a rope or worked upon the brakes of an engine. The firemen themselves have no money to bet, as they are generally hard working men, who earn their daily bread by the sweat of their brow, and if they do bet, it is not to exceed a hat, coat, or pair of boots. This Mr. Wright knows as well as we do, and therefore his remarks on that point are gratuitous. Out of this city there were amounts bet, summing up, \$7,000, by parties out of this city who were expected to arrive in Saturday night's boat from Sacramento, to be here during the election, to have a right for their money." And if they didn't come in the Sacramento boat, they could not have got here at all.

The remarks of Mr. Wright "that this Journal would be the organ of firemen of California, and yet it advises the Department to be careful lest the 'disreputable characters of Sacramento' strive to delude it to their own level," are as mean and malicious as they are untrue, and we challenge Mr. Wright to produce a copy of this paper, containing such language.

In conclusion, we have to say, that the course pursued by this paper towards the Sacramento firemen, is the best test of the opinion we entertain of them. In regard to the threat held out by Mr. Shipley, that we will be ill treated when we visit Sacramento; we utterly disregard it and have only to say in connection with it, that we regret we have heretofore so greatly mistaken the character of Mr. Shipley.

Placerville.

PLACERVILLE, Dec. 4th 1857.
Editor Fireman's Journal.—I am instructed by Confidence Engine Co. No. 1 to forward to you for publication the following resolutions.

"At a regular meeting of Confidence Engine Co. No. 1, of Placerville, held at their hall on Friday evening Dec. 4th 1857 the following resolutions were unanimously adopted.
Resolved, That the thanks of this company are hereby tendered to Messrs. Wells, Campbell, Coes, Henry, Mitchell, Backus and Lothian, of the San Francisco Minstrels for their kind and liberal services rendered at the benefit given by them to this company on Monday evening Nov. 30th.

Resolved, That the thanks of the company are also tendered to the Placerville Brass Band for their services on the above occasion, also to John O'Donnell for the use of the Theatre on that occasion. Also to Messrs. Cary and Shanklin for their services.

Resolved, That the thanks of the company are also tendered to Messrs. Gilwick & January of the *Mountain Democrat*, and Messrs H. P. Smith & Co. of the *Tri Weekly Argus*, for printing on the occasion so liberally extended to us. Also to our fellow citizens generally for their numerous attendances on the evening of our late benefit.

Moved, That the Secretary be instructed to furnish a copy of these resolutions for publication to the San Francisco FIREMAN'S JOURNAL.

W. JONES, Secy.

AIR AND EXERCISE.—A young man should walk the open air six miles every day. A young woman, three or four. When still we use 500 cubic inches of air in a minute. If we walk at the rate of one mile an hour, 800; two miles an hour, 1000; three miles an hour, 1600; four miles an hour, 2000. If we run at six miles an hour, 3000; trotting a horse, 1,750; cantering, 1,800.

Firemen—Our Athletes.

The firemen are fast superseding the military in public estimation. Their musters are more interesting and attractive, and draw together a much more respectable crowd. It is noteworthy how rapidly the fire department has risen in position and importance within a dozen years. Men who were too proud or too lazy "to train," or too cowardly to grapple with villainous aspidochelons, used to betake themselves to the engine company as a place of refuge. The engine men were then, with exceptions, the shirks of society. Now our fire companies embrace the strong adventurous, public spirited young men of every community—brimming over with vigor and life that longs for activity and excitement. The New York company that visited us the other day was composed of stalwart muscular young men—none of your pale, thin, shabby fellows, such as may be swept up by thousands in that city—but well framed and well knit sinewy men, strong enough to go behind plow, or before the mast, or to "whip their weight in wild cats," if they fell in with the varmint, and not think they had done anything extraordinary either. In fact, the firemen everywhere are the real bone and muscle of the community. They take a just pride in the cultivation and display of the strength and agility required in their duties—duties that are always hard and often perilous. There are exploits of heroism nightly performed at fires here and there, that require as great coolness and self-possession, as high personal courage and self-sacrifice, as any encounter upon the battle field—exhibiting indeed a heroism of a higher order, unstimulated by the frenzy of passion or the thirst for blood.

We have lately had something to say of the necessity of physical education. It is becoming a favorite topic with the press, and we rejoice in this as an indication that it is about to receive the practical attention. It occurs to us that our firemen are in the best position, and have about them the readiest facilities to take the lead in this work of physical culture. Let them make the halls of their engine house gymnasiums. Let them adopt the muscular drill and practice of the German Turners. Let them become the Athletes of our new civilization, a civilization which seeks a sound body as well as a sound mind.

We are well aware that in some of our engine companies the social element has been perverted to bad ends, and jolly companionship has ended in personal vice and degradation. On this account many of the best men in the community have been inclined to look upon the fire companies as a curse to the young men. It is a sad fact that many young men have been ruined by the intemperance and dissipation, the first lessons of which were taken at the engine house. But we have reason to hope that these evils will be outgrown, and we can see that the systematic cultivation of manly vigor will tend directly to the removal of low and unworthy aims. The well developed, strong-armed man will be more likely, other things being equal, to be temperate and virtuous, than the effeminate and soft muscle apology for a man.

It has seemed to some that the drills and musters of the firemen, their extended excursions, and their hospitable and somewhat elaborate receptions of their brethren from abroad, were attended with needless waste of time and money. We think otherwise. We would cherish and magnify the fire department

The Fireman's Journal

AND MILITARY GAZETTE.

MARCO D. BORUCK, Editor.

SAN FRANCISCO

SATURDAY, DECEMBER 12, 1887.

In another column may be found the proceedings of the Board of Delegates, held on Wednesday evening, in which is incorporated the protest of one James E. Nittman, against the election of Chief Engineer F. E. R. Whitney. To men of weak minds, the ponderosity of the charges contained in that protest might have been a terrifying effect, but the game of bluff has been so often attempted and played out in this Department by political sharpshooters, that the right thinking members of the organization, reflect upon any such document as that presented by J. E. Nittman, before acting upon it or expressing an opinion. It is claimed that the charges made in that protest are well founded, for the reason, that the protestant has a clear majority of two votes in the Board of Delegates, sufficient to sustain him in any position his friends may undertake. Let that be as it may. Let the members of the Board of Delegates, if they see fit, vote on the questions brought before them, solely on party grounds, and forget the oath they took when becoming such delegates. Let them vote in that way, and the seeds of riot and bloodshed, which were planted on Monday night by the supporters of Mr. Nittman, will take root and assume such a growth, that all will be buried in its deadly shade; and when that comes, the people who support the Fire Department and liberally too, and whom we contend and insist are interested in the result, will afflict the blame where it justly belongs.

If Mr. Whitney has been elected by a protestation of the rights of the department, we shall advocate his dismissal from all claim to the office, to which the judges, duly appointed by the Board of Delegates for that purpose, have pronounced him entitled to. But the time to prevent illegal voting was at the polls, and the judges should have been selected to prevent it, and if they did not, blame attaches to them for it; and it is surprising to see that one of those very judges, who signed the returns to the Board of Delegates, declaring F. E. R. Whitney, Chief Engineer, should, upon their presentation, enter a protest against his own act.

In regard to this matter, we wish to direct the notice of the members of the Department to this one point. Great stress has been laid by the contestant and his friends, upon the fact that the office of Chief Engineer is a State office, and therefore amenable to State law. Now the object of this is not so much in the event of the late election being declared illegal, to call a new one, but is for the purpose and that only, of throwing the appointment of a Chief Engineer into the hands of the Governor of the State; and who supposes for an instant that any person but J. E. Nittman, would be so appointed?

When the general law drawn up by Franklin L. Jones, of Voluntary Engine Co. No. 12, J. B. Moore, of Voluntary Engine Co. No. 7, and Charles S. Biden, of Crescent Engine Co. No. 10, was presented to the Board for adoption, Mr. Hossfross of No. 6, opposed it for the very reason that no provision was made for the filling of a vacancy in the office of Chief Engineer, should any exist. On the night that the law was adopted, there were but 24 members of the Board present, and as it required a two-third vote to carry it, Mr. Hossfross could have defeated the measure by voting against it, but he was solemnly promised that if he would not defeat it, the amendment he desired to make to the law, should be attached to it. The law was passed, the promise was never kept, and Mr. Jones, the Chairman of the Judiciary Committee who drafted the law, came into the Board of Delegates, at a meeting held on the 9th of November, and reported as follows:

With respect to the matter of the vacancy in the office of Chief Engineer, the Committee have considered a legal gentleman, and were informed that the office of Chief is a State office, and that under the present law, the Constitution of the State in Art. 5, empowers the Governor to fill any vacancy that may occur, and further, that legislative action is required to alter the same.

The law was passed at a meeting of the Board of Delegates, held on the 9th of September, and the amendment Mr. Hossfross wished to pass, is as follows:

"In case of the death, resignation, or dismissal of the Chief Engineer, the Board of Delegates shall at once order an election, giving ten days notice, the same law governing voters as are set forth in Art. 4th.

The above is the amendment promised to be passed; if Mr. Hossfross would not defeat the law; and he accordingly gave notice, that at the next meeting of the Board, he would press its passage. At the meeting of the 11th of October, Mr. Hossfross presented his amendment; which, instead of being passed as agreed, Mr. Shepard presented the following, which was adopted:

Resolved, That the above addition be referred to the Judiciary Committee, to report at the next meeting, whether such a law can be passed by the Board.

The result of the inquiries of the Judiciary Committee, is set forth in the extract first above quoted.

Although the power is given to the Governor of the State, to appoint a Chief Engineer should a vacancy exist, we do not believe that either Governors Johnson or Weller, would undertake to make the appointment, even though the power was vested in them; but that with their usual forethought, they would give to the firemen themselves, the power of electing their own officers under all and every circumstances. And suppose for an instant, that J. E. Nittman's friends in the Board of Delegates, they having the majority, did decide on party grounds, that there was a vacancy in the Chief Engineer's office, and the Governor should appoint, we will just inform him for his edification, of a fact which he probably has lost sight of, that FIVE HUNDRED AND NINE members of the Department, being a majority of the entire organization, have already decided at the ballot box, that they did not wish him for Chief Engineer. And again, the laws of the Department say that the present Chief Engineer shall hold his office until his successor is elected and qualified, not appointed, and therefore there is no vacancy in the office of Chief Engineer, and will not be in our opinion, until Mr. Whitney serves out his three years; to which we believe he was honorably and legally elected. And again, we will inform the contestant on another point, that any Chief Engineer appointed by a Governor, will not be obeyed by any but his own peculiar friends, and we might as well announce our position on the matter now as at any other time; that is, we shall advocate the total disregard on the part of the fire-

men, of the orders of any Chief Engineer, not elected by themselves.

Let the wire-workers of the Board of Delegates declare the late election illegal, and give it back into the hands of the firemen, and F. E. R. Whitney, will be re-elected by a majority which would overwhelm his opponents for the future.

Who is it that is thus attempting to disorganize the Fire Department? Is it those who have their daily employment to occupy their time and attention? Do men of families, and who have respect for themselves, undertake to set at naught the will of a majority? By no manner of means. But those who make the most unprofitable, persons without any visible mode of support; whose whole time is spent concocting the ways and means to injure and destroy the organization, and by such action inflict a vital injury upon the whole community.

We caution the Board of Delegates, to be careful how they act in this matter. The eyes of the community are upon them. Every line of testimony adduced before them, will be closely read and scanned by the people, who will not permit an outrage to be inflicted upon any man, even though attempted by the wire-workers of the Fire Department.

Jacob Ezekiel.

The efforts being made to blast the reputation of Mr. Jacob Ezekiel, the best Secretary the department has ever had, will recoil upon the heads of his calumniators, and reflect but little credit upon J. E. Nittman. The great difficulty in the case of Mr. Ezekiel is the fact that he is the Secretary of the Department, until the meeting of the new Board of Delegates in November next.

The law of the department in regard to the Secretaryship says: "In Sec. 14th of the State Law that the members of the Board of Delegates shall assemble on the 24th Wednesday of November at 7 o'clock p. m. in the room of the Board and there organize by the election of a President, Secretary and Treasurer, whose terms of office shall be for one year, or until their successors are elected and qualified."

The failure of the Board to elect at the legally specified time, allows Mr. Ezekiel the Secretary, and Mr. Cobb, the Treasurer, to hold over for another year, and the only way to get rid of Mr. Ezekiel and put a party man in his place, is to slander him out, because we presume those opposing him, are operating on the principle, that charges once made are half proven.

Mr. Ezekiel has been the most faithful, accommodating, energetic and reliable Secretary the Board has had since its organization, and the infamous attempt made to destroy his position, to give it to someone else, for the sake of the few paltry dollars it yields, will fill all the members of the Board of Delegates to their duty irrespective of party.

From Our Regular Correspondent

SACRAMENTO, Dec. 10, 1887.
Editor Fireman's Journal.—Since my last we have had two alarms, one of them but partial from 2 1/2 bell about 10 p. m. last Sunday, came, burning chimneys on 8th street between J and K. Two bell only struck three or four times and was not answered by 3's; in consequence but a small portion of the department turned out—2's hose carriage, 4's jumper and 4's tub and jumpers; nothing in service. The other alarm was about 8 p. m. the same evening from 3's bell caused by the bell of steamer "Young America," about leaving for your city. There have been several from the same source during the past year, and I would wish they could procure another, or adopt a different mode of ringing, as their bell sounds almost precisely the same as No. 2's. This alarm caused a turn out of the whole department and notwithstanding the horrible condition of our streets each company had a mighty big rope. Unless something is speedily done it will occupy a half an hour for a company to proceed a mile. They have begun an improvement J. street from 5th to 10th by placing cobble stones to be covered with gravel, and before this gets hardened down it will be impossible to get an engine out of a walk, and hard at that. Some of the companies now take the sidewalks and a card appeared in the papers the other day, from the up town companies, warning the merchants and others to keep their sidewalks free from ice, and to clear away the consequence. During the past week the chain-gang have put a track of bricks from Fourth to K street. But the passage to J. street is as bad as ever.

Well your agony is over and Whitney elected again. Five plurality is as good for all practical purposes as five hundred. I doubt if they could have selected a better man if Nittman had been elected. I am sorry to see that there are any members of your department so rash as to tarnish the name of the whole department to show their private ill feeling, and hope never to hear the like again. I hope the report of issues foreign to the department having been used to ensure success of any one, will prove to be unfounded.

No 3 of this city and No. 4 of Marysville testified their joy by an illumination of their houses and bonfires; the former company had the following mottoes on their house, "Tried and found wanting," "Hall to the Chief—Howard 3"—Sacramento 3—our joy is mutual," with a painting of a tiger the same as One's have a roster. I made enquiry but could not learn why.

I would answer No. 4, but he is too personal when a man, has recourse to personalities to assist him in argument, I argue that he admits himself vanquished.

The chain-gang is at work digging out the cellar for 6's house. I hope to be at the laying of the corner stone. Not knowing what more I can write about I will close.

Yours truly,

J. LINGOLAY.

CORRUPT MEANS.—The protest, in its 8th, and last specification says, that parties opposed to the contestant, used corrupt means to defeat him, by the use of money and promise of pecuniary reward. Of course none of J. E. Nittman's supporters made any promise or used any money during the late election. Certainly not, his party is the honest party in the department, and not guilty of such things. Now when it is taken into consideration that some twelve or fifteen thousand dollars have been staked on the result, and awaits the action of the Board of Delegates before it is paid over, and in which the supporters of J. E. Nittman, are deeply interested; it would have been better if specification 8th had been left out, as the ground-work of the whole contest rests as much upon the circumstance we have spoken of as any other—the amount of money bet on the result.

BOARD OF DELEGATES.—The new Board of Delegates of the Marysville Fire Department held their first meeting on Tuesday night, and organized by electing the following officers: President, H. M. Houston, of Eureka Engine Co. No. 1; Vice President, John L. Eaton, of Warren Engine Co. No. 4; Secretary, B. F. F. Hollis, of Warren Engine Co. No. 2. We noticed several celebrated parliamentarians in the Board, and the coming year will no doubt witness some very lofty outbursts of eloquence and more or less brilliant knowledge of debate,

The Fireman's Election.

The election for Chief and Assistant Engineers, under the law approved March 25th, 1887, took place on Monday last, December 7th, the polls being held at the Monumental Engine House, on Brenham Place, under the superintendence of John Short, P. W. Van Winkle and F. L. Jones. The Clerks being D. W. Crane, of No. 3, Joseph T. Middlemiss, of No. 4, and W. O. Farnsworth, of No. 7. The law of the Department required the polls to be opened at 9 o'clock, but on account of a discussion as to the right of Mr. Buckingham to act as Clerk, representing Mr. Nittman, the polls were not opened until 11 minutes past 9 o'clock. Mr. Buckingham being requested to withdraw, as Mr. Whitney did not require a representative. Mr. Mahony, President of the Fire Department, administered the usual oath to the Judges and Clerks.

The depositing of votes for the candidates running was kept up with great spirit throughout the entire day, and the friends of Messrs. Whitney, Nittman, Lane and O'Brien, did their utmost to elect their favorites. Everything was conducted with great good order, and we are rejoiced to have it again in our power to chronicle the fact that, so far as the time of election is concerned, nothing was done to mar the quiet of the day.

It was evident to those participating, that the election would be a tight one, and when the polls closed at 5 o'clock, the friends of Mr. Whitney and Mr. Nittman both claimed a victory. At the close of the polls, friends of the respective candidates being allowed within the room, the counting of the votes commenced at 20 minutes past five, and resulted as follows:

VOTES FOR CHIEF ENGINEER.
For Frank E. R. Whitney, of Howard No. 3, 400
" J. E. Nittman, of Knickerbocker No. 6, 395
" Wm. S. O'Brien, of California No. 7, 357
" John C. Lane, of Volunteer No. 4, 322
Mr. Whitney was consequently elected by a plurality of five votes.

VOTES FOR ASSISTANT ENGINEERS.
For D. T. Van Orden, of Empire No. 1, 431
" L. H. Robie, of St. Francis H. & L. Co. 431
" Cornelius Walsh, of Pacific No. 8, 395
" Ira Cole, of Manhattan No. 2, 342
" Wm. Free, of Crescent No. 10, 312
" J. Pennycook, of Columbia No. 11, 299
" P. E. Garvin, of Pennsylvania No. 12, 292
The whole number of votes cast were 919, 20 of which were rejected as a double vote. The following list shows the votes of the respective companies:
Empire No. 1, 54
Manhattan No. 2, 192
Howard No. 3, 65
California No. 4, 58
Knickerbocker No. 5, 64
Tiger No. 6, 45
Monumental No. 6, 64
Volunteer No. 7, 58
Pacific No. 8, 39
Tiglat No. 9, 60
Crescent No. 10, 114
Columbia No. 11, 44
Pennsylvania No. 12, 50
Young America No. 13, 57
Tiger No. 14, 45
St. Francis H. & L. Co. 1, 53
Lafayette H. & L. Co. 2, 59
San Jose H. & L. Co. 3, 39

Mr. Van Orden, of Empire 1, was elected First Assistant Engineer, L. H. Robie, of St. Francis H. & L. Co. 2, Second, and Cornelius Walsh, of Pacific 8, Third. The terms of holding office is three, two and one year, according to the grade.

During the counting of the vote for Chief Engineer, so close was it, that at one time it was announced that J. E. Nittman was elected, which, as a matter of course, excited a great deal of joy among his friends, and one or two of his most enthusiastic admirers commenced making speeches on the result; but when later and authentic information was received that F. E. R. Whitney had been elected, their rejoicing turned to lamentation.

On the result of the election being announced in favor of Mr. Whitney, the bell of Monumental Engine Company No. 6, was rung, and was responded to by those of Pacific 8, and Vigilant 9, Cannon was fired from Brenham Place, by the Monumental boys, and every demonstration of joy was made, not only by the firemen, but by the people, whose favorite Mr. Whitney is. The house of Howard Engine Company No. 3, to which Mr. Whitney has been attached as Foreman and member, since his advent into the Fire Department in 1849, was splendidly illuminated from garret to cellar, the flags were hoisted, bonfires lit, and every preparation made to receive and entertain the friends of the victorious Chief. The services of the America Brass Band under the Chief Marshalship of George H. Hossfross, Foreman of Monumental No. 6, having as aids Capt. Henry Sheldon and A. Hecht, of Howard No. 3, together with John McCarty of the same company, and J. Bovey, Assistant Foreman of Lafayette H. & L. Co. No. 2.

The procession was formed by the band leading off, followed by a barouche drawn by four splendid greys, driven by Orrick Johnson, containing F. E. R. Whitney, the Chief elect, Thos. J. L. Smiley, Esq., W. O. Smith, First Assistant Engineer, H. O. Gough, of Vigilant, and M. D. Boruck, editor of this paper. A number of carriages containing friends of Mr. Whitney, formed a part of the line. The march was through Battery street to Jackson, countermarching in front of the house of Pacific 8, which was illuminated, the engine drawn to the door, the bell rung, and a hearty salute given to the Chief. The procession then proceeded to the house of Manhattan 2, which was entirely closed up and dark, and a large crowd of persons in front, cheering for J. E. Nittman, groaning Mr. Whitney, and cursing the "strangers." Opposite, or in the neighborhood of this house, Mr. P. Whitehead, a gentleman in the procession, was knocked down unprovokedly, and beaten with a slung shot.

From the house of No. 2, the line continued to that of No. 12, "Pennsylvania," which was shut up and dark. By the members of the company no remarks were made. In the vicinity, some obnoxious and blasphemous epithets were directed towards those in the carriage with Mr. Whitney. From the house of No. 13, the procession passed on through Jackson to Stockton street, to the house of Vigilant 9, which was resplendent with light; the elegant apparatus of the company gaily decorated with flags was drawn to the door, and the members in a body on the sidewalk in front, vociferously cheering the Chief. From No. 9, to the house of Lafayette H. & L. Co. No. 2, on Broadway. From there, the balcony and doors of this house splendid fireworks were let off, the flags of France and America waved, as they have before in union; the truck handsomely decorated was drawn to the door, and the Lafayette lusterly cheered their Chief.

The procession then passed on to the house of Crescent 10, on Pacific street, from which, although it was shut up and dark, to the honor of the company be it said, there was not an offensive word heard. Next in order came the house of Sansome H. & L. 3, which was illuminated, the apparatus drawn to the door, the gong struck and the members mustered in front, saluting the Chief. From the Sansome's the procession moved through Montgomery street, to Clay to Brenham Place, past the house of Monumental 6, the bell was rung and the members cheered as he passed. Thence to the house of St. Francis H. & L. 1. Mr. Robie lit up a salute given to the Chief—Mr. Robie 3d, Assistant Engineer elect, is from Sacramento street, from which company Mr. Van Orden, the First Assistant Engineer elect, was elected. The house was shut up and dark, and in the neighborhood cries of down with the "chokers," were frequently heard. From all this we abate

Mr. Scannell, the Foreman of No. 1, as we know he did all in his power to have proper respect paid to the procession. From the house of No. 1, the line moved on to that of Columbia 11, which was shut up and dark; the Chief received but one cheer in front, and that from Captain B. C. Donnellan, a member of the company; at the corner of Bush and Kearny streets a number of those of No. 11, and friendly to Mr. Whitney, assembled and made quite a display of fireworks and cheered him as he passed. Then the procession moved on to the house of Tiger 14, this house was illuminated, bonfires were lit in the street, the company to the number of forty mustered on the sidewalk, and with Caleb Chapin, Foreman at their head gracefully saluted the Chief, their bell ringing at the same time. The procession then moved on to the house of California 4, which was illuminated, the engine drawn to the door, the bell rung, and the members saluted cheerfully as the Chief went by. The house of Mr. Benjamin Freeman on Market, opposite Sansome street, was splendidly illuminated, upwards of one hundred burners were ranged along his balcony and made a splendid appearance. Next in order came the house of Volunteer 7, which was illuminated, the old engine of the company and the new one they have in their possession, were both placed upon the sidewalk in front of the house, surrounded by the members of the company, with John C. Lane, their Foreman in the centre. As the Chief went by the bells on the apparatus were rung and three enthusiastic cheers were given.

It was intended to pass the house of Knickerbocker Engine Co. No. 5, marching on Sansome to Clay, to this office. Mr. Hossfross, the Marshal, rode forward, having been informed the street was barricaded. While in the performance of his duty, he was assailed in the most violent manner by a body of men in front of the house of No. 5, one of whom attempted to stop his horse, but was prevented by Mr. H., being prepared for him. Mr. McCarty, one of the aids of Mr. Hossfross, seeing this difficulty, and fearing that the procession could not pass unmolested, turned the head down Leidesdorff street, and immediately a large crowd of men assembled at the corner. The band and a portion of the procession was allowed to pass in peace, a transparency with the figure "6" in the center, and the word "Telegraph," upon it, was partly demolished, and the bearer of it badly beaten, and a man by the name of Butler knocked down and cut. When the carriage containing the Chief came up, a scene ensued which baffles description. As it turned the corner, it was saluted with a shower of mud, filth, sticks, tobacco quids and cigar stumps, and a crowd of infuriated men attempted to surround it, shaking their fists in the faces of the Chief and his friends. Applying to him the epithet of "you d—n loading son-of-a-b—h," we'll give you one—we'll give you one before you are done with us—you "strangling son-of-a-b—h." And among this crowd we regret to hear it said, were recognized several members of No. 5. Mr. Smiley, and myself, also, were outrageously abused and insulted, without the slightest provocation being given. In connection with this we wish to say, that we observed Assistant Foreman Smith, of No. 5, and Mr. John P. Curry, a member, did all they could to stop the procession. Mr. Vreeland, the Foreman, was in another portion of the city.

When this gross and unnecessary outrage had assumed its height and an encounter appeared inevitable, Capt. Andrews of the Police, assisted by officer Hanford and others of the department came upon the ground and drove the assailants back and cleared a passage for the procession, which moved on through Leidesdorff to Clay street, past the office of THE FIREMAN'S JOURNAL, corner of Montgomery, which was brilliantly illuminated and the front of the building draped with flags. Three times three cheers were given for THE JOURNAL, which were responded to by the employees of the office, who had assembled on the portico. The procession which then numbered about seven hundred strong, returned to the house of Howard 3, where a bonfire had been prepared, and where speeches were made by Messrs. Whitney, Van Orden, Robie, Walsh, Smiley, Boruck, Hossfross, Silverthorn, Short, Gough, Mitchell and others, after which the affair terminated.

There is much of the above we would gladly draw a veil over, but as the facts we detail are true to the letter, and we were a victim to the outrages perpetrated, and cognizant of all the circumstances, duty to myself and our position compels us to question them as they occurred. The fault is not with us. Frank Whitney is Chief for the next three years, and if he does as well in that term as he has during the last, neither the firemen or the people will have any cause to complain of him.

LEGAL DELEGATES.—John C. Lane, of Voluntary Engine Co. No. 7, and J. G. Dennison, from Young America Engine Co. No. 13, are both holding their seats illegally under the laws of the Department, and any vote which they may give upon any matter which came before them at the last meeting of the Board, is illegal, and is good ground for a protest on the part of the friends of Mr. Whitney. Our grounds for declaring Messrs. Lane and Dennison illegal delegates, are as follows:

At the meeting of the Board of Delegates, on the evening of June 17th, at which time the general law of the Department was under discussion, Mr. Charles E. Buckingham, delegate from Knickerbocker Engine Co. No. 5, presented the following amendment, which was unanimously adopted:

"Upon the resignation of a member of the Board, the Secretary of the Fire Department shall, within three days thereafter, notify his company of such resignation."

We were present at the meeting when that amendment was passed, and recollect perfectly well the remarks of Mr. Buckingham when he presented it, and we leave it to the honor of that gentleman to say, if we are not correct. He said that he wished to put a stop to the frequent resignations of members of the Board, and the withdrawal of one delegate and the sending of another, on the very evening of a meeting of the Board, when an important matter was to be acted upon, and the delegate legally in the Board was not thought to be sound on the questions coming up. He thought of himself to be putting a stop to it, to report himself to the Board, and within three days have the Secretary of the Department notify his company he had resigned, so that they might then elect a new delegate.

The law is implicit as to the point, but we find two companies coming before the Board, filling two vacancies which did not, and could not exist under the laws of the Department, until their resignations were received by the Secretary. The resignation of Messrs. Moore, of No. 7, and Treat, of No. 13, had been received by the Board, and the Secretary notified their respective companies of the fact, that they had no right to send delegates to the Board—that is, if they valued the laws of the Department. But so far as the laws of the organization are concerned, they are set at naught by the Board of Delegates; and in that body "might makes right."

LIBEL SUIT.—We understand Mr. Jacob Ezekiel, intends commencing a libel suit against James E. Nittman, for charging him with perjury, in the performance of his duty as Secretary of the San Francisco Fire Department.

Board of Delegates.

The regular monthly meeting of the Board of Delegates was held at their Chambers City Hall on Wednesday evening Dec. 9, 1887.

President F. Mahony in the Chair.

The roll being called, every member answered to his name.

Communication from J. B. Moore of Volunteer No. 7, tendering his resignation as a member of the Board was read.

Mr. Cobb moved that it be referred to a Committee.

A debate ensued when,

Mr. Mitchell moved, that the Secretary notify the company of the resignation of Mr. Moore. Adopted.

A debate ensued, and the reading of the Law relative to resignations of members of the Board was called for.

The President read the Law.

Mr. Jones moved, that the Law be complied with.

The question was then taken on Mr. Castree's motion to accept the resignation which was adopted.

Communication from John Treat of Young America No. 13 tendering his resignation as a member of the Board.

Mr. Cobb moved, that it take the same course as the previous resignation. Adopted.

Mr. Whalen called for the reading of the other communication attending the resignation.

The Chair decided it out of order.

Credentials of J. C. Lane as Delegate from Volunteer No. 7 was read.

Mr. Buckley moved that Mr. Lane be invited to take his seat.

A long and protracted discussion ensued as to the right of Mr. Lane to take his seat under the existing laws of the Department in which Messrs. Sinton, Jones, Fletcher and Cobb, participated.

Mr. Cutter called Mr. Cobb to order, and appealed to the Chair.

The Chair decided Mr. Cobb in order.

Mr. Jones called Mr. Cobb to order.

Mr. Hanrahan rose to a point of order. That no member of this Board has a right to inquire how a Delegate was elected, except by trial.

Mr. Jones called Mr. Cobb to order. The subject upon which he was speaking was not before the Board.

The Chair decided that Mr. Cobb was in order. He was speaking in explanation of the election of the Delegate.

After a protracted debate, Mr. Sinton asked if a vacancy did not exist, could it be filled, as Mr. Lane had been elected a Delegate previous to his resignation being received by this Board.

Mr. Lees moved that the Board adjourn until this night week.

Mr. Crane moved to amend, to make it Tuesday night.

The question being taken on the motion to adjourn, resulted in a call for the ayes and nays as follows:

Ayes—Messrs. Rand, Crane, Lees, Hayes, Sinton, Walsh, Wilson, Gough, Bovey, Parker, Cobb, Mitchell, Edwards, Mahony.

Nays—Messrs. Scannell, Castree, Smith, Hanrahan, Cutter, Powell, Hossfross, Fletcher, Elean, Mount, Buckley, Toomey, Tennent, Jones, Whalen, Plum, Gordon, Ezekiel.

Ayes, 14—Nays, 18. The motion was lost.

Mr. Jones called for the previous question; upon allowing Mr. Lane to take his seat as Delegate, upon which the ayes and nays were demanded, and resulted as follows:

Ayes—Messrs. Scannell, Castree, Smith, Hanrahan, Hayes, Cutter, Powell, Fletcher, Walsh, Bovey, Elean, Mount, Buckley, Toomey, Tennent, Jones, Whalen, Plum, Gordon, Ezekiel, Mitchell.

Ayes, 14—Nays, 11. Adopted.

Mr. Lane then took his seat.

Credentials of Mr. J. G. Dennison, as Delegate from Young America No. 13 was received, and on motion, Mr. Dennison took his seat.

Mr. Lane asked permission of the Board to make a statement in regard to his election. Permission granted.

Mr. Lane having made a statement,

Mr. Cobb rose and explained.

The minutes of the regular meeting of Nov. 11th, being partly read.

Mr. Sinton moved, that the balance of the reading of the minutes be dispensed with. Adopted.

The minutes of adjourned stated meeting of Nov. 20th, being read.

Mr. Jones moved that they be amended, as he did not nominate Mr. Mahony.

On motion, the minutes as amended, were then adopted.

The Chair stated, the next business in order was the election of Secretary and Treasurer.

Mr. Jones moved that the election of Secretary be postponed for the present, as he had a protest against the election of the Engineer and charges against the Secretary of the Department.

After some debate,

Mr. Jones moved that the election of Secretary, Treasurer and Bell Ringers, be postponed for the present. Adopted.

The Returns of the Judges of election for Chief and Assistant Engineers were then read as follows:

We the undersigned Judges and Clerks of the election for Engineers of the S. F. F. D., held Dec. 7th 1887, do hereby certify the above to be a true and correct list of the votes cast at said election.

FOR CHIEF ENGINEER.

F. E. R. Whitney received (400) Four Hundred votes.

J. E. Nittman, received (395) three hundred and ninety-five votes.

W. S. O'Brien, received (57) fifty-seven votes.

Jno. C. Lane, received (52) fifty-two votes.

FOR ASSISTANT ENGINEERS.

D. T. Van Orden, received (531) five hundred and thirty-one votes.

L. H. Robie, received (431) four hundred and thirty-one votes.

C. Walsh, received (387) three hundred and eighty-seven votes.

Ira Cole, received (342) three hundred and forty-two votes.

Wm. Free received (312) three hundred and twelve votes.

J. Pennycook, received (209) two hundred and nine votes.

P. E. Garvin, received (202) two hundred and two votes.

C. S. Simpson, received (3) three votes.

Scattering, (1) one vote.

JOHN SHORT, F. L. JONES, P. W. VAN WINKLE, Judges.

Clerks—Jos. Middlemiss, D. W. Crane, Wm. O. Farnsworth.

Mr. Sinton moved that the Board proceed to declare the result.

Mr. Jones objected to the result being declared as he had a protest contesting the election, and would read the same.

After a debate

The protest was read.

SAN FRANCISCO, Dec. 9th, 1887.

To the Honorable the President and Board of Delegates

